A CORRESPONDENT'S TRIALS.

E. F. KNIGHT, OF "THE LONDON TIMES," DESCRIBES HIS EFFORTS TO LAND IN CUBA.

AFTER A FORTNIGHT'S DELAY AT KEY WEST HE EMEARKS ON A TUG-TRIES TO LAND IN A

SWIMS ASHORE, AND FALLS INTO SPANISH HANDS.

London Times.

June 6.—Three years ago it was my avoid the blockading French squadron vay to the capital of Madagascar, and it the bombardment of that city and the of the war. I had to land in the south not six hundred miles from my destinative a fourney attended with many and some daugers I succeeded in reachinarity. Now, once again, I am within ded capital of a great island, having, strange adventures, succeeded in reaching the succeeded in reaching the succeeded in reaching the succeeded of the west message adventures, succeeded in reaching in the succeeded of the west message and the succeeded of the West Mexico and thence sail to some Cuban entral vessel, chartering a schooner for he proclamate the blockading pass through the blockading Havana. I was assured by ity that I should have no diffi-ity that I should have no diffi-tive that I should have no diffi-States Government would place

RED TAPE AT KEY WEST. RED TAPE AT KEY WEST.

Lingly went to Key West and there passed formight in vain attempts to reach to a new occasion I even got as far as the to Havana Harbor, being on board the States atmed tug Uneas when she salled der a fing of truce to arrange an exchange ners. But the Spanish authorities would nit me to hand from an American warship, if perforce to return to Key West and try I next attempted to take passage on the steamer Poarlo, which was to call at Key ther way to Havana, and it was now I breather that I should not attain my end some difficulty, as the local authorities west apparently cared little for the instruction of the control of

TAKES PASSAGE ON A TUG

was rough and the little rug tumbled about a good deal during her passage across the onehundred-mile-broad channel that divides the Florida Keys from the Cuban ceast. At about 1 p. m.
on Monday we were a few miles off the coast and
ten miles to the eastward of Havana, no vessel of the blockading squadron being near us. We had hoped to find smooth water under the land, but in this we were disappointed. The fresh but in this we are also a choppy sea, and we saw that there was a heavy surf upon the distant beach. I had understood that I should be dropped, under cover of the night, to leeward of some point or within the mouth of some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to attempt this by daylight some smooth bay; but to lee side a punt; hardly the sort of boat I should have selected for rough weather. But, having carefully watched the sea for some flux hould have selected for rough weather. But, having carefully watched the sea for some not too dangerous, and with Cuba now so near me lee side my baggage, some bottles of water and provisions were placed in her. Then I jumped in and pulled off, the steamer standing by for a while to see that all went well with me. It had been my intention to sail close under the shore loward here my intention to sail close under the shore loward here my intention to sail close under the shore lowar

ROWBOAT CAPSIZES—BAGGAGE LOST.

For some time I got on very well, but I found that I had to exert the greatest care and vigilance, keeping the boat dead before each high sea, and edging shoreward in the "smooths." When I was nearly a mile from the tug, which was still lying to, I entered a succession of steep and dangerous eas. A few had rolled safely by me, when there came one that broke just as I was about to top it. A volume of water rushed over the stern of the boat, filling it, and then capsizing it. Clinging to the keel with one hand, I held up an oar with the other as a signal to the tug, which was still lying to, She immediately began to steam ahead, and I took it for granted that she was making for me; but soon, to my dismay. I realized that she had turned, was heading for Key West, and was steaming directly away from me. My friends had evidently not seen my signal or had mistaken it for an intimation that all was right with me, and that they could safely leave me. Thus left alone, with but small chance of receiving any assistance—for there are no boats of any description on this portion of the coast—I first thought of making an attempt to swim for the shore; but I saw that the distance was too great, and that it was extremely unlikely that I should reach the land, even if I escaped the sharks that swarm in these waters. I therefore decided to remain with the boat, and, taking advantage of a smooth, I succeeded in righting her; but I found that I would be impossible to bale her out, however smooth the sea, for empty though she was only her tow and stern rose above the water, her sides being immersed several inches. All my property had sunk with the boat's capsize, and I had but one oar left me. My haggage had broken away from its lashings and had disappeared; but, most serious loss of all, my bottles of fresh water had gone with the last. After trying some experiments with her I soon discovered that, though the boat was unfit to carry one through a rough sea, she was, in consequence of her breadth and

SEES SUNSET FROM A BOAT'S BOTTOM.

About half an hour after my cansize I saw a spar belonging to the boat floating a short distance off I swam out to it, brought it back, fastened my handkerchief to it and fixed it in the bows in the hope that it would be observed from the shore. Holding on to the stern, I now swam behind the boat, endeavoring to direct her shore-ward, but with no appreciable result, and whenever she capsized I righted her and readjusted my signal. But after a while I saw the fin of a shark not far off, so promptly resumed my former position on the boat, where my body was not so exposed to view. I thus drifted until the evening, when the wind freshened and the war rose, so that the boat's capsizing became more frequent and the waves dashed over my head more often than before. The sunset was, I think, the most megnificent I have ever seen. The whole heaven was ablaze with gorgeous color, and I told myself that in all probability this was the last sunset I should see, for my bosition then seemed perilous in the carriers. And I though it likely that I should become exhausted and he washed off the boat before the morning. Before dark I lowered my signal and lashed the spar, together with my remaining

oar, securely to the thwarts. The sea went down again during the night, which seemed to me interminable. To the westward I saw a light in the sky which I knew to be the reflection of Havana's gas-lit streets—all I then thought I should ever see of them—and far to the eastward I perceived fiashes as from guns, and concluded that a naval engagement was then in progress.

To my astenishment I found myself at dawn still clinging to the boat, not much exhausted, but suffering from thirst, for I must have inadvertently swallowed a good deal of salt water. The sea was now much smoother, I was apparently about three miles from the coast, which was evidently unpopulated. Looking seaward I saw the smoke from one of the blockading squadron several miles away. The sea was so much calmer that I found it possible to sit in the bottom of the water-logged boat, and, by paddling first on one side, then on the other, with the oar, I endeavored to direct her toward the shore. But it was hopeless work. After I had been thus tolling for many hours, the green, palmiciad hills, the yellow sands, and the fringe of surf seemed as far away as ever. I contrived to balance the boat: it was only occasionally that she cap-sized and had to be righted, and it was selden now

and broad walks, and long lines of breezy ramparts crowning the cliffs commanding fine views over the city and bay. Our Consul-General, Sir Alexander Golfan, did all he could on my behalf, the authorities, after making full inquiry, were satisfied that my statements were true, and at last, on June I, I obtained my liberty, and was given permission to remain in Cuba during the war. Had I arrived but a few days later in Havana, I should have been too late, for I should have been included in the order issued yesterday by the authorities to the effect that no foreign newspaper correspondent is to be allowed to stay in Cuba. Many representatives of American and other papers, who were here a few months since, so grossly abused their privileges and maligned the Spanish so unscrupulously—thereby indeed, being to a great extent responsible for this war—that the above edict became a necessary precaution.

IN HAVANA AT LAST.

IN HAVANA AT LAST.

I bade farewell to the many friends I had made in the Cabana and went to Havana. I found the city in a very different condition to that described in the American press. The town is perfectly quiet; there are no signs of popular excitement, no intimations of that general massacre of foreigners which General Lee foretold. I have for the last few days been walking alone through the streets in all quarters of the city, asking my way of strangers, entering shops and cafes, every one knowing that I was either an Englishman or an American, and I have met with nothing but perfect courtesy. Neither are there any signs in Havana of the famine whose horrors are so vividly described in the New-York papers. It is true that provisions are now very dear; and, the blockade having thrown thousands of people out of work, there is much distress among the poor, but not more so, I believe, than is sometimes experienced in London and our larger provincial towns. Of the present attitude of the population, whether civil or military, one can scarcely speak in too high terms. There is no excitement, no fear, but a dignified and caim resolve to defend the country bravely. All here eagerly desire to see an American force land on the Cuban coast and try conclusions in fair fisht with the troops of Spain. The latter will, I think, give a good account of themselves when the time comes. But the Americans, it seems, hesitate to invade Cuban at this unhealthy season of the year. Yet they rushed into war, in the name of humanity, to succor, as they declared, the oppressed and starving Cubans. A long blockade, preventing the necessaries of life from entering the island, slowly starving it out, is likely to cause ten times more suffering than that which aroused the indiaration of the Americans are honest in their professions of humanity, now that they have declared this war it is their duty to hurry it to a conclusion, to land their invading force as soon as possible, despite the deadliness of the climate during the summer mont

BLANCO'S CONSECRATED LIFE.

Havana, July 17 .- A member of the staff of Captain-General Blanco, referring on Friday to the report in circulation in the United States saying the Captain-General had attempted to commit suicide when he heard of the destruction of the fleet of Admiral Cervera, said:

"You can definitely announce that Captain-General Blanco is a good Christian and a Spanish soldier, and that he will never attempt to take his life, which does not belong to him, but which has been consecrated entirely to the service of his country. Only yesterday I heard him say he regretted not being younger, so as to be able to consecrate his life to fighting the nation which pretends to humiliate his beloved

"The loss of half a dozen ships of the Spanish fleet, lost while gloriously fighting three times their number, he considers as one of many war incidents. As he has previously remarked, courage does not always accompany fortune, and this great loss will not make him change his purpose of defending, inch by inch, this portion of Spanish territory. Therefore, do not credit any rumors about the Captain-General attempting his life, and also do not believe that any one here will attempt to take his life, because he is greatly admired by all for his firmness, kindness and genuinely Spanish sentiments."

THE FIFTEENTH MINNESOTA READY. St. Paul, July 17.-The 15th Minnesota Volunteers, recruited under the President's second call, was mustered in yesterday. The regiment is equipped and ready for service.

THE WOUNDED TRANSFERRED

Continued from page 3.

EATON, F. E., Company D, 2d Infantry. FRANKLIN, B. Company E. 6th Infantry.
FRANKLIN, B. Company A. 16th Cavalry.
GOLDEN, J. A., trumpeter, Company K, 2d Caralry. GROTHENDICK, J., Company G, 16th Infantry. HAYWARD, M. P., United States Signal Corps.
HOWARD, W., Company B, 34th Infantry.
HUMBERT, W., Company A, 71st Regiment, NewYork Volunteers.
HILL, Corporal H., Company E, 8th Cavalry.

HARTZELL, D. E., Company G, 12d Infantry, DISTRIBUTION OF WOUNDED-GOV. 8 18 D. HUNTER, J. O. Company G. 25th Infantry. INWELL. I., Company A. 17th Infantry. JANTRY, A., Company C. 25th Infantry. JEFFRIES, J., Company E. 12th Infantry. KLINE, W., Company E, 6th Infantry, KEIL, H., Company G, 7th Infantry. KLEE, E., Company C, 6th Infantry. KIEME, Sergeant H. C., Company F, 6th In-

LANE, C. H., Company D. 13th Infantry. LONG, M. J., Company B, 6th Infantry. LABUDE, B., Company A, 16th Infantry, LAKE, F. L., Company H, 13th Infantry MOORE, W., sergeant, Company A. 21st Infantry, M'DONALD, F. B., Company B, 8th Infantry. MARTIN, J., corporal, Company H. 8th Infantry, M'CORMICK, H., Company E, 10th Cavalry, M'DONALD, D., Company D, 8d Infantry.

NOPE, J. P., Company G. 12th Infantry. QUIRK, J. J., Company C, 5th Infantry. READ, R. W., Company G, 1st Volunteer Cavalry. RITTER, W., Company C, 21st Infantry STAPFORD, J. V., Company H, 24th Infantry, SIMMONS, S. D., Company B, 6th Infantry. THIEL, A., wagoner, Company M. 2d Massachu-

WALSH, Sergeant Patrick, Company K, 13th Infantry, WARD, E., Company D, 12th Infantry. WINTER, F., Company H, 13th Infantry. WINTER, J. J., Company F. Rough Riders

When Superintendent O'Rourke reached Pacific st., Brooklyn, where the Olivette was lying, how-

General was pleased with the facilities afforded

GOVERNOR'S ISLAND NOTES. At Governor's Island yesterday it was reported that Brigadier-General W. S. Worth is steadily im

proving
Companies I and K. 14th Pennsylvania, now
Fort Mott, have been ordered to Fort Delaware
relieve Companies E and F of the same regiment.

Droposals.

ARMY BUILDING, WHITEHALL STREET,

A RMY BUILDING, WHITEHALL STREET,

PROPOSALS FOR MILITARY SUPPLIES. em Pa., July 12, 1898.—Sealed Proposais, in triplicate, will be received here until 11 o'clock A. M. Satunday, July 23 as as Beots, Record Books, Camp Colors, Color Belte, Knill Summer Drawde, Drume, Drum heads, Saares, Slurgs, A. Sticks, Fifer, Fasge, Canton Filannel, Buckskin Grants, Eleks, Fifer, Fasge, Canton Filannel, Buckskin Grants, Rettles, Hearther, Hatchet helives, Camp Kettles, Mess Pans, Maguito Head, Ners, Music Stands, Rubber Donchos, Picks and Helves, Dark Blue Flannel, Shirts, Cotton & Woolen Stockings, Sloses, Showels, Spades, Stendis, Trumpets & Crooks, Trumjet Cords, Tendis and the Points will be coleratined. Samples can be seen at Schuylkill Arsenal. Government receives right to refer or secretary or all proposals or any part, thereof, Preference given to articles of domestic production or manufacture, conditions of quality and price discluding in the price of foreign productions or manufactures the duty thereson being equal. Circulars to Ridders, blanks, &c., will be furnished by this office. Envelopes containing proposals to the endorsed "Troposals for Military Sungless," and addressed to Lit. Cot. JOHN V. FUREY, Deputy Q. M. General. D. S. A.

PROPOSALS for constructing, by contract PROPOSALS for constructing, by contact the sixteen torpedo boat swill be received at the Navy Impartment until 12 6'clock noon, on Tuesday, August 9, 1888, when they will be publicly opened. A circular defining the chief characteristics of said vessels is now ready for distribution among hidders. Forms of propossis and contract may be nod, and plans and specifications examined, upon application to the Department, on and after July 18, 1868, JOHN D. LONG, Secretary of the Navy. 7, 13-58.

PROPOSALS FOR TWINE FOR THE POS-TAL SERVICE Postoffice Department Washington, D. C. July 15, 1898 SEALED PROPOSALS will be received at this Department until Tuesday, July 26, 1898

SEALED PROPOSALS will be received at the office of the Light-house Inspector, Tompkins-ville, N. Y., until 12 o'clock M. Aug. 1, 1898, and then opened, for furnishing supplies for the Light-nouse Estab-liainment, in accordance with specifications, copies of which, with blank proposals and other information, may be had upon application to E. M. SHEPARD, Captain, U. S. N.

WAR DEPARTMENT, QUARTERMASTER GENERAL'S OFFICE, Washington, D. C., July 17, 1898.—Transportation of Spanish Prisoners of War to Spain. Scaled proposals are invited for the transportation of the Spanish prisoners of war who surrendered to the United States forces, from Santiago de Cuba to Cadit. Or such other port of Spain as may hereafter be designated. Their number is estimated as one thousand commissioned officers and twenty-four thousand enlisted men. Cabin accommodations are to be supplied for the officers, and third class or steerage accommodations having suitable galleys accommodations, conforming to the United States requirements as to space and ventilation. States the per capita price for transporting officers and for the per capita price for transporting officers and for transporting enlisted men and for their substatence, and delivering them on shore at the Spanish port. Substatence to be equal to U. S. Army "Garrison" rations, as follows: 1,000 complete rations. Meat: Fork, 1-10, 73 follows: 1,000 complete rations. Meat: Fork, 1-10, 73 follows: 1,000 complete rations. Meat: Fork, 1-10, Thined roast beef, 7-10, 700 pounds net weight. Flour, 1,125 pounds net weight; hacon, 2-10, 150 pounds net weight. Tresh potatoes. 800 pounds net weight: or rice, 50 pounds net weight; fresh potatoes. 800 pounds net weight: vinegar, 80 pounds net weight; perpended to report to the Chief Quartermaster at Santiago between July 30th and August 10th, 1808. Payment will be made when evidence that the prisoners have been delivered is presented to this office. Proposals should be moderated to provide the chief Quartermaster. U. S. Army Building, New-York City, and will be opened at eleven clock A. M., July 20th, and will be opened at eleven clock A. M., July 20th, and will be opened at eleven clock A. M., July 20th, and will be opened at eleven clock A. M., July 20th, and will be opened at eleven clock A. M., July 20th, and WAR DEPARTMENT, QUARTERMASTER

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